

Intimations.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 8th February, 1900. [3]

LANE, CRAWFORD & Co.

14

ADVICE FREE. [354]

To-day's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore.
Messrs. W. BREWER & Co., Hongkong and Shanghai.
Messrs. TSUI MAN KOK, Hongkong.
Messrs. MAN YU TONG, Hongkong.
Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

THEATRE ROYAL CITY HALL.

TO-NIGHT! TO-NIGHT!

TO-MORROW (SATURDAY),
GRAND PRODUCTION OF THE
LATEST GAIETY SUCCESS.

A RUNAWAY GIRL.

MONDAY.

"HIS EXCELLENCY THE GOVERNOR."

TUESDAY.

"THE SIGN OF THE CROSS."

PLAN at ROBINSON PIANO CO.

B. HERMANN, Business Manager.

Hongkong, 23rd March, 1900.

HONGKONG RIFLE ASSOCIATION.

SPOON COMPETITION.

TO-MORROW (SATURDAY), the 24th

instant, at 2.15 P.M.

RANGES—200, 300 and 600 yards.

MOWBRAY S. NORTHCOTE,

Hon. Secretary.

Hongkong, 23rd March, 1900.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, KOBE AND

YOKOHAMA.

THE Steamship

of the NORDDEUTSCHER LLOYD.

Captain H. Mayer, will leave for the above

places, TO-MORROW MORNING, the 24th

instant, at 5.30 A.M.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 23rd March, 1900.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Douglas, will be despatched for the

above ports, on SUNDAY, the 25th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, 23rd March, 1900.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "WEIMAR"

of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived,

Consignees of Cargo are hereby informed

that their Goods, with the exception of Opium,

Treasure and Valuables, are being landed and

stored at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, whence delivery

may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 4 P.M.

TO-DAY.

No Claims will be admitted after the Goods

have left the Godowns and all Goods remaining

undelivered after the 30th instant, will be

subject to rent.

All broken, chipped and damaged Goods are to

be left in the Godowns, where they will be

examined on THURSDAY, the 29th instant,

and MONDAY, the 3rd April, at 9.30 A.M.

All Claims must reach us before the 5th

April, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the

Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 23rd March, 1900.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained.

This vessel brings on Cargo—

From Persian Gulf, 2 S.S. B.L.S.N. and

B. & P.S.N. Co's Steamers.

Goods not cleared by the 29th instant, at 4

P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 23rd March, 1900.

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-

signees of Cargo are hereby requested to send

in their Bills of Lading for countersignature

and to take immediate delivery of their Goods

from alongside.

Cargo, including the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL & Co., LIMITED,

Agents.

Hongkong, 23rd March, 1900.

HONGKONG FOOTBALL CLUB.

SHIELD FINAL.

G. COMPANY, R.V.F. v. H. COMPANY, R.V.F.

TO-MORROW AFTERNOON,

(SATURDAY), the 24th March, 1900.

ADMISSION to Club Stand—Fifty cents.

Ladies Free. Members Free on pre-

sentation of Member's Ticket.

F. BROWNE,

Hon. Sec.

Hongkong, 23rd March, 1900.

GREEN ISLAND CEMENT COMPANY,

LIMITED.

THE ELEVENTH ORDINARY AN-

NUAL MEETING OF SHARE-

HOLDERS in the Company will be held at

the COMPANY'S OFFICE, No. 9, Praya Central,

Victoria, on SATURDAY, the 31st March, at

12 o'clock NOON, for the purpose of receiving

a Statement of Accounts and the Report of the

General Managers for the year ending 31st

December, 1899, declaring a Dividend and

electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will

be CLOSED from the 27th to the 31st

instant, both days inclusive.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 23rd March, 1900.

TO LET.

"HARFORD," MAGAZINE GAP.

GROUND FLOOR, 52, PRAY STREET.

"THE RETREAT," MOUNT KELLET.

TOP FLOOR, No. 1, DUNDRELL STREET.

GODOWNS—Nos. 50a and 52, PRAYA

EAST.

5, RIFON TERRACE.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 23rd March, 1900.

Intimation.

A. S. WATSON & Co.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

A.—Hennessy's Old Pale, Red

Capsule - - - - - \$18

B.—Superior Very Old Cognac

Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac

\$24

V.O.—D.—Hennessy's Finest

Very Old Liqueur Cog-

nac, 1872 Vintage, Red

Capsule - - - - - \$38

V.V.O.—E.—Finest Very Old

Liqueur Cognac, 1802

Vintage - - - - - \$48

All our Brandies are guaranteed to

be PURE COGNAC, the differences in

price being merely a question of age

and vintage.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

A. S. WATSON & CO., LIMITED,

QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 23, 1900.

NOTES AND COMMENTS.

THE CITY HALL LIBRARY.

In another column will be found a letter,

signed by Mr. BOWLEY, the Acting Secretary

of the City Hall Library, announcing the

fact that in future that institution will remain

open in the evening instead of being closed

at dusk as hitherto. This is as it should be

and we congratulate the Committee upon

the very sensible decision at which they have

arrived. The letter goes on to explain,

however, that no funds are available for the

purchase of current literature and asks the

public to come to the rescue and supply the

institution with what is lacking. It appears

to be very strange to us that such an

institution as the only public library in the

Colony should be lacking in funds. Thou-

sands of dollars are spent annually upon

education—education for the children of Chi-

nese, Eurasians and Europeans—and yet no

provision is made for supplying a reference

library at which those in search of informa-

tion might obtain the knowledge which they

seek. It is true that the Hongkong Club

possesses a very good library, but it is by no

means a reference library, being woefully

deficient in technical and scientific works,

and besides, all are not members of the

Club and hence the library is closed to

them. The Public Library makes a gallant

attempt to fill the breach, but it lacks funds and support and hence is of but little use to those in search of works of reference. As for the City Hall Library, it can best be described as a repository of out-of-date works. Twenty-five or thirty years ago it was the possessor of what, at that time, would have formed the nucleus of a very useful collection of works, but, like so many of Hongkong's institutions, it lacked stamina, the Chinese spirit of inaction was allowed to take possession, and the collection of books has stopped where it began to many years ago, so that now it is hopelessly out of date and comparatively useless. The action of the Committee in deciding to open the Library in the evening is to be commended, but at the same time we are of opinion that steps should be taken to render the institution of some use to the general public. If it is allowed to remain nearly half a century behind the times, then the only object in opening it in the evenings will be to form a refuge for the destitute, which, with summer coming on, they will hardly appreciate.

REUTER'S TELEGRAMS.

THE WAR.

THE AGRA BANK IN LIQUIDATION.

London, March 20th.

At a meeting of the Agra Bank, voluntary liquidation was resolved on.

THE WAR.

General Methuen's Force.

Desultory firing occurred throughout Sunday across the river at Warrington, the enemy concentrating their attention on the forces guarding the pont. On the arrival of a battery the enemy retired on Christiansburg.

The Rebels at Frieska.

The rebels round Frieska have commenced to surrender.

Frieska Occupied.

London, March 21st.

General Kitchener has occupied Frieska capturing 33 prisoners 200 stand of arms, some supplies and explosives. The Transvaalers escaped across the river.

President Steyn's Threat.

President Steyn threatens to shoot as traitors any Burgers who undertake not to fight against the British.

THE PLAGUE.

The plague is raging in Calcutta and Patna.

WEATHER REPORT.

The Observatory report says:—On the 23rd at 11.55 a.m. the barometer has fallen on the China coast, owing to a depression which appears to be moving Eastwards over Central China. Gradients mostly slight, with the monsoon temporarily interrupted on the China coast. FORECAST:—E. to S.E. winds, decreasing; some drizzling rain or sleet.

LOCAL AND GENERAL.

H.M.S. *Goliath* will be commissioned at Chatham, on the 1st April next, for service on the China Station.

KWANG-CHAU-WAN having very strict quarantine precautions, the receipt of mails there, is considerable delayed.

THE tea plant has been discovered growing wild in Cambodia, says a French contemporary, and it is thought that tea, equal to the quality of Ceylon tea, can be grown there.

AT Kwang-Chau-Wan, the Chinese port held by France under lease, the people are said to accept French rule with satisfaction, counting on protection against the piratical bands infesting the neighbourhood.

THE new Methodist Episcopal Church at Kuala Lumpur, a substantial brick structure costing \$4,500, all of which has been paid, was formally dedicated on March 11th. A farewell address was given to Rev. Dr. Kenseit, who is leaving after three years' service.

COLONEL Elsdale, R.E., died at San Francisco from typhoid fever, on his way home to England, having retired from his command, after accomplishing his term of service. His death will be greatly regretted by those who knew him, as he was very popular, and much liked by his men, in whose welfare he ever took a great interest.

THE good effects of the recent police supervision of houses of ill fame is apparent; a reduction of no less than 40 per cent. having been made in the admittances into the Military Hospitals. The time the men are detained there has also been considerably shortened; we believe from a month or six weeks to ten or fourteen days.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.—

PROGRAMME.
1.—March "The Queen's Guard."
2.—Overture "The Queen's Guard."
3.—Valse "The Queen's Guard."
4.—Selection "The Queen's Guard."
5.—Gavotte "The Queen's Guard."
6.—Polka "The Queen's Guard."
"God save the Queen."

TO-MORROW afternoon, on the Happy Valley, in the final for the Hongkong Football Challenge Shield, "G" Company, R.V.F. will play "H" Company, R.V.F. Kick-off at 4 o'clock. Referee—Mr. Greene, R.A. In the event of a draw half an hour's extra play will be ordered. At the conclusion of the match Miss Hapgood will present the shield and medals to the victors. Admission to the Club Stand 50 cents. Ladies free. Members free on presentation of member's ticket.

SEE "HIS EXCELLENCY THE GOVERNOR" played by the Dallas Company on MONDAY NIGHT. The *Daily Telegraph* says:—"The smartest piece of writing of late years—Excruciatingly funny!"

BENJAMIN Martin, a Eurasian, has been arrested at Penang on a charge of tendering as genuine a forged document on the Hongkong and Shanghai Bank. Martin is said to be wanted by the Madras police for a similar offence.

THE Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Pork Guild	\$100
Yu Yuk Chi	10
Comptroller, Arnold Karberg & Co.	5
Ho Wo Chan	5
Kwan Sz Hai	5
Tong Long Hin	5
Tseung Sz Kai	5
Former Patient	1
Total	\$336

"His Excellency the Governor." Such is the title of the charming modern comedy which is creating such a great success at the present time in London, where it is being performed at the Criterion Theatre. Originally produced at the Court Theatre, this smartly written little piece attracted a great amount of attention, and now, in its new home its popularity has further increased. The comedy is written by Capt. W. Marshall, who was A. D. C. to H. E. The Governor of Natal, and who is proving himself a master of the pen as well as the sword by writing another comedy which also has recently made quite a hit in London. "His Excellency" is full of quaint situations and simply bristling with sparkling epigram. A special interest attaches to Mr. Dallas' production of this piece on Monday next at the Theatre Royal in the fact that Mrs. Dallas has her first part of any importance this season. Her impersonation of Stella-de Gex has been everywhere greatly admired and the part is one she is particularly fond of playing. Those who have seen this talented lady play "Mercia" in "The Sign of the Cross" and other leading roles will look forward to again seeing her in a part worthy of her exceptional abilities. Monday night's performance promises to be a memorable one and it is greatly to be regretted that the Company is leaving us so soon, as they would have been certain to draw large houses for weeks to come. On Tuesday we have "The Sign of the Cross." This needs no word, being too well remembered from last year. The announcement of the pieces for the remaining few nights will be made, probably to-morrow, in our advertising columns.

LEGISLATIVE COUNCIL.

THE SHELLE MONOPOLY.

At yesterday's meeting of the Legislative Council the Hon. T. H. Whitehead, in moving the resolution reported last night, said that he had asked for the production of this lease in the Council on the 15th of last month. His Excellency then remarked that he did not see anything in the question about a copy of the lease, but that the hon. member could see it if he applied. He had applied to the Clerk of the Council and had been referred to the Land Office. He submitted that this was hardly fair treatment to a member of the Council to be asked to go to a Government Department when he desires that a copy of a public paper should be laid on the table. He did not ask for information for his personal use; he asked it for the information of the Council generally. He submitted that they had a right to a copy of the lease, and that the Secretary of State's instructions had been properly carried out. The Acting Colonial Secretary said he did not think the hon. member was quite accurate in his recollection of what took place on the 15th ultimo. It is correct that His Excellency said the hon. member could see a copy of the lease, and he (Acting Colonial Secretary) suggested that he should apply at the Land Office. The hon. member did not appear to have done so, and had since been informed that a suit was pending in the Supreme Court bearing on this lease and so it does not seem desirable to lay on the table a document that is the subject matter of litigation.

SOUTH AFRICAN WAR.

"SAIORS AND SOLDIERS FAMILIES' FUND."

The undersigned begs to acknowledge with thanks receipt of the following subscriptions to the above Fund.

	T. JACKSON, Hon. Treasurer.
Alfred acknowledged	\$150,456.67
E. F. Ongepang, Amy	500
Rev. J. R. S. Boyd	10
Det.	10
Miss Coddington	5
Further Chinese Subscription	250
Pun Man-hing	200
Hop Hing-hong	100
Tze Ching-poo	100
Chan Kang-tong	100
Sui Kiu Sang	100
Tai Sing Paper Manufacturing Co., Ltd.	100
Leung Pui-chi	100
Wong Kum-fook	100
A. Chee & Co.	100
Yuen Hop	100
Ho Kom Tong	50
Chin Wa	50
Mak Lai Tong	50
Lam Tai	50
Lum Pang Tin	50
Mai Kwong Tin	50
Lo Cheung Ku	50
Kan Tin Ping	50
Ip Chuk Kai	50
Chan Long Sin	50
Tseung Si Kai	50
Siu Hup Pan	50
Hon. Ho Kai	25
Wai On	25
S. W. Tso	25
Chan A Fook	25
Wei Long Shan	25
Chan Kwan E	25
Yung Shiu Poo	25
Hung Tin Sam	25
Chun Oi Tin	25
Lo Cheung Shiu	25
Chow Hing Ki	25
H. H. Hodelmeijer	25
Tsui Yuck Shan	10

\$153,166.67

A SHIPWRECKED CREW.

SINGAPORE, March 16th. The crew of the American sailing ship *St. John*, which was burnt off the island of Bali, Lombok Strait, on February 25th, arrived by the *Ban Fo Soon* this morning, from Surabaya. The crew numbers 24, without Captain Foley, who has gone on to Hongkong.

The Chief Officer, Mr. Wallace, gave the following account of the disaster to one of our reporters this morning. The vessel was 119 days out from New York, bound to Yokohama, when, on February 25th at about 8 p.m., in the Lombok Strait, the man on the look-out raised the alarm of fire forward. In response to his call for help, the crew was mustered and found the fire raging furiously in the fore-hatch on the starboard side. The ship was carrying a cargo of petroleum in cases, which were stacked in the forehold. When the fire was discovered, the cases were blazing fiercely, and gaining headway every moment. Steps were taken to put every man on to the water buckets, but it was soon seen that all efforts to combat the fire would be useless, the flames spreading rapidly in a most alarming manner. The efforts of the crew were then directed to lowering the boats, all of which were launched and provisioned, and an opportunity was given the men to save what few of their personal effects they could. Within an hour the vessel was a sheet of flames from stem to stern, the flames quickly spreading up the rigging and the intense heat rendering any close proximity impossible. The boats stood by her till midnight, when all hope of saving anything further was gone. It was a magnificent but terrible spectacle, which lasted for several days afterwards. The boats then made for Bali, landing at Patang Cove, not very far distant, early the next morning. At the native village, they were received kindly, but the shipwrecked men fared rather badly as they were unable to speak the language, and the resources of the village were not great.

After staying there for a day or so, they secured passage in a Chinese junk to Banjoewangi, where they stayed seven days, being well treated by the Captain of the port there. The Dutch Government sent them in a tender to Sourabaya, where they were in charge of the American agent, whence they came on to Singapore.—S. F. Press.

CHINESE GRATITUDE TO THE BRITISH FLAG.

Mr. Lawrence Jackson, the genial "J. K." of the States, who is shortly going home on leave has been entertained at a farewell dinner by the Selangor Captain China. Many pleasant speeches were made, and the host, himself a donor of \$10,250 to the War Relief Fund, thus neatly responded to the toast of his health.

He had been Captain China hero for eleven years. During that time he had settled cases involving thousands of lakhs of dollars, and so might claim a position in the community. But when he came to Selangor he had exactly \$17, and all he now possessed in this world had been made under the protection of the British flag. When the Queen was attacked, surely that was the time to show some appreciation of the benefits derived from the flag. He had given but a small portion of the money he had made here, and, if necessary, would give again (Cheers).—S. F. Press.

MAT SALLEH.

We have been told, writes a Labuan correspondent to the *Singapore Free Press*, that Mat Salleh is killed and his following dispersed, and we ought to believe it because a paternal government tells us so, but there are little birds who will fly through the air and bring tidings of good joy (or evil), hence there are rumours that a is not right along the coast between Kimanis and Ambong and the corresponding hinterland, where discontent with the Chartered Company's rule is notorious, and where the squeezing for the purpose of dividend-making only brings the rule into contempt.

A HINT TO GYMKNASTS.

An amusing wind-up (at the recent gymkhana meeting at Tenom, B. N. Borneo) was a buffalo race between Messrs. Pyke and Altman, the latter needing some exercise after the arduous duty of sitting at his ease in the shade and quietly paying out the prize money. Mr. Pyke, however, gave up the race, as he found that trying to sit on half a dozen different parts of the animal at one time, without anything to hold on by, did not conduce towards a secure or comfortable seat.—H. N. Borneo Herald.

HIS EXCELLENCY THE GOVERNOR, a delightful Comedy now running at the Criterion Theatre, London, will be produced by Mr. Dallas at the Theatre Royal, on MONDAY Next.

WAR NOTES.

The Volunteers.

It will be said that we have the Volunteers. But in what state are the Volunteers? "Yeoman," writing to the *Daily Telegraph* of February 1st, says:—

The rest of the auxiliary forces of the country have been deliberately disorganised and depleted. There is no squadron of Yeomanry nor a company of Volunteers that has not been reduced to a lamentable state of collapse. The best shots and the smartest soldiers, with an altogether undue proportion of non-commissioned officers, have gone, or are on the point of going, to the seat of war in the Imperial Yeomanry, the C.I.V., and the Volunteer detachments. The regiments and battalions from which these men have been drawn have been reduced to a condition of chaos, but even in regard to the actual numbers the War Office refuses all help, and the enlistment of recruits to fill the gaps in the ranks has, perforce, come to an end.

All the Army we have Left.

At present we were without any organised Army in the United Kingdom. As soon as the troops under orders had gone, there would be left six battalions of infantry of the line, and three battalions of Guards—all under strength, and, as far as the line was concerned, largely composed of men unfit for active service—and nine cavalry regiments, some without horses, and all under strength. These troops were without trains, guns, equipment, and proper reserves of ammunition and stores; and therefore, they could not be regarded as an organised Army. As to the Militia, a large number of the most efficient battalions had been sent out of the country. One battalion now doing duty in the United Kingdom was 550 strong, and 120 of the best men were drafted away to do duty as Militia reserve with the Line battalion. Two companies of the Line battalion had been added; but these men were unfit for service.

As for artillery, we have absolutely denuded ourselves of guns in order to send out battalions to Africa.

Our Lack of Powder and Shot.

In the manner of armaments matters are even worse. Woolwich is practically empty. Our munitions of war have been exhausted. We read about a shell famine in England, and although this phrase may be an exaggeration, we have not sufficient Lyddite shells in stock to allow the men going out with the howitzers opportunity of learning how to handle the new explosives before they are sent to face the Boers. Our piles have been found faulty in their sighting, so that the shot goes four feet wide of the mark at a range of 500 yards. We have no trained horses for artillery. Nor have we any reserve of quick-firing guns. We have skinned the Navy for guns to strengthen our batteries in Natal and Cape Colony, and we have not sufficient to mount on the forts which guard the mouth of the Thames or the approaches to our most important naval strongholds. Worst of all, because the most inexplicable and the most appalling evidence of our lack of preparation for eventualities, we have not cartridges for our army of defence. To keep the troops in Africa supplied, we have had to look to every Volunteer armory in the country for all its reserve store of ammunition. And this under a Government which came in on a Vote of Censure passed upon its predecessor for being short in "cordite" and which last year was voted £21,000,000 to provide for the defence of the Empire.

The Military Problem.

"HEAVEN HOLLOWS IN GENERALSHIP." "Miles," writing in the *Contemporary Review* upon "Lessons of the War," ridicules the idea that, because the Boers have made good use of their ponies, we should therefore endeavour to fight them by converting all our army into mounted infantry. What is wanted, he says, is not more horses but more brains. "Nothing," he says, "could have been more lamentable than the complete neglect of all the lessons of the past which has been shown by our officers. What has been most startling on our side has been that of the most common sense and sense of war, the mere A. B. C. of the trade, has been constantly and systematically ignored by many of our own war leaders in a manner that has been, in case after case, the real cause of danger. Horrible slaughter under totally unnecessary conditions has been inflicted upon our soldiers, and we have been beaten because the men who led the Boers acted on principles which ought to have been thoroughly understood, acknowledged and known by every officer entrusted with the higher command of troops in the British Army." The Boers have shown hollow in generalship. They have almost known precisely what we were going to do, and have met our attacks in full preparation for them exactly as they took place. Their system of intelligence the capacity for keeping their own counsel, their skill in obtaining information as to what their enemy was meditating, have been such as characteristic wise commanders in other wars, and these qualities have been conspicuously absent from our own men.

Our Intelligence Department.

The business of the Intelligence Department is entrusted to six sub-divisions, each of which deals with a particular subject. The subjects comprise:—

(1) The collection and collation of all information with regard to the military defence, in the strategic and tactical aspect.

(2) The accumulation of all facts that can be obtained as to the military strength and resources of foreign Powers. This covers accurate information on the military geography of the several countries concerned, the physical features and the artificial treatment of their frontiers, and generally the value of their defensive lines. It embraces the fullest details that can be obtained of the armed strength of the three arms, not merely numbers of personnel and quantity of material, but their organisation and the system of mobilisation, or in other words of raising the peace establishment to a war footing. The same sort of information is collected and recorded from all British colonies and possessions. It is the special duty of the department under this head to provide at short notice the comprehensive reports already mentioned, upon any of these points.

(3) Map-making in a military sense; the correcting of all existing maps by the light of latest knowledge, noting the changes made by the rectification of frontiers, the pressure of war, the improvements in the methods of moving troops by the erection of new railway lines or other communication.

(4) The translation of foreign documents received by public despatches, for which purpose the staff of the office is always strengthened by the employment of officers who are skilled linguists. There are generally some to be found in Queen Anne's Gate who are familiar with one or more of the languages current in the civilised world abroad.

THEATRE ROYAL.—DON'T MISS Seeing the Dallas Company, in the great modern Comedy "HIS EXCELLENCY THE GOVERNOR," on MONDAY Next.

A CAPTAIN'S CLAIM.

THE SALE OF BRITISH STEAMER.

SINGAPORE, March 16th. At the Supreme Court this morning, Captain Bernard Morier claimed \$435, for wrongful dismissal, from Mr. A. O. Meyer, for whom Messrs. Behn, Meyer & Co. are the Singapore agents.

Mr. Farrer-Haynes appeared for plaintiff, and Mr. Ellis defended.

The plaintiff stated that he resided at 15 Burnah Road and was a master mariner. Formerly he was master of the *Gorgon*, and she belonged to the East Indian Steamship Co. That steamer, together with other steamers, was sold by the owners last year to the defendant, the *Gorgon* being renamed the *Tringana* and transferred to the German flag. The transfer took place in May, and witness remained in command of her after the transfer. His pay was as set out in the claim. He remained in command of the *Gorgon* until the end of October, during which time she was running between Singapore and Bangkok. At the beginning of October witness was told by Mr. Becker, head of the local shipping department of Messrs. Behn, Meyer, that when the ship returned from that voyage to Bangkok she would be sent to Borneo. After returning to Singapore, the *Tringana* was put into dock where she remained about 10 days. After that Mr. Becker told witness to square up his accounts and leave the ship by the end of October. Witness rendered his accounts, and on the 1st November received his salary for the last month. Witness was offered salary for 5 days more but refused it as he considered he was entitled to November's pay. Witness received a letter from Messrs. Mansfield at the time of the transfer that his services would be required by Messrs. Behn, Meyer for at least 6 months. That period would have expired on the 5th November. Witness was in command of this steamer on a monthly salary, and received no notice whatever to leave. Some of the other masters' services were retained after the six months referred to. After being dismissed by defendants, witness could obtain no employment until January, when he was employed by Messrs. Guthrie and Co. to take the *McAlister*, with the *Shinaway* in tow, to Manila.

By Mr. Ellis.—Witness had a dispute with the latter firm as regarded wages, but did not make any claim. Witness spoke to the British Consul at Manila on the matter. Witness signed an under German articles in July after the transfer of the *Gorgon*, and when he signed then he was told that he was signing on for six months. He was not aware that he could not, without special permission from the German Government, command a German vessel. He was not told that, that permission from the German Foreign office would expire on the 5th November. In July a German captain and engineer arrived from Europe and remained on his ship as passengers for three months; that was to defray hotel expenses. Witness was paid \$30 a month for these persons' food, and they were kept as passengers. Witness was not told by Mr. Becker that the German captain was put on board, and that he was to take command on the 5th November. Witness knew the captain, was to take command of one of the ships but not the *Gorgon*. Witness knew Mr. Kitching, but never told him that witness did not know what he would do after the expiration of Messrs. Mansfield's notice. He had never specified any date to Mr. Kitching, in fact he had had very little to do with him. If everything went smoothly witness was entitled to \$25 bonus every 6 months, and he accepted this amount up to the 5th November. He accepted this because bonuses were very shaky things, and they got them once every six months. Witness was not asked by Mr. Kitching, when the bonus chit was presented, if everything was all right with the owners. With the exception of himself and another captain he did not know that the other captains accepted the position and left on the 5th November; in fact some of the other captains were kept on—Captain Lalantyne and Captain Bell.

By Mr. Farrer-Haynes: The German captain, who was on witness's ship, took command of the *Singora*, one of the boats that had been taken over. Other German captains were put on some other boats.

For the defence, Mr. Ellis contended that the plaintiff was fully cognisant of the fact that his engagement was only up to the 5th November. Messrs. Behn, Meyer only had permission from the German Foreign Office to retain these English officers after the vessels had been transferred to the German flag—until the 5th November. The mere fact that they were keeping a man on board for three months, in addition to Capt. Morier, could be assumed to be sufficient notice. Mr. Becker also informed plaintiff, on the date of the German captain's arrival, that his plaintiff's services would cease on the 5th November.

Mr. Becker and Mr. Kitching, gave evidence for the defence.

The Chief Justice gave judgment for the defendant.—*Straits Times*.

WAR NEWS BY WIRE.

At Koodoosrand.

LONDON, February 21st. General Cronje left Magerfontein with 5,000 Boers, taking with him all his heavy guns, and tracked across the front of the British position at Klip Drift. His rear guard at once came into action, and the fight was kept up till the Boer force had advanced 20 miles to the east.

After evacuating Magerfontein, General Cronje, evading the British scouts, crossed to the south of the Modder River before the arrival of the British force that had been sent to intercept his passage at Klipdrift.

Pretoria.

Reports have been received from Pretoria that preparations are being made for defence in the event of an attack, and mines have been laid under all the outskirts of the town.

The Royal Reserve.

An appeal has been published from a large number of former officers and privates of the British Army, who ask to be allowed to join a new force, to be called the Royal Reserve Battalions, for home defence, and thus replace the officers and men of the active army who, with the troops from the various colonies, are now at the front.

Bugler Dunn.

The bugler by Dunn, who was wounded while advancing in the firing line in the battle at Colenso on the 15th December, and has been invalided home, was summoned by the Queen to her presence, and Her Majesty presented him with a bugle in recognition of his courage.

Cronje's Retreat.

February 22nd. Cronje, when commencing his retreat from Magerfontein, subdivided his force, which traversed the Modder River in separate groups. A number of encounters have taken place between the British troops and the retreating Boers, but the severest was an attack on a Boer laager at Koodoosrand, some distance

north-east of Paardeberg, where the British lost heavily.

Commandant Ferreira, one of the Orange Free State commanders, who had previously been at Kimberley, was killed in the engagement at Koodoosrand.

The Brave Canadians.

In the Canadian House of Commons at Ottawa last night, the Premier, Sir Wilfrid Laurier, announced that in the engagement at Koodoosrand between the British force and Boers under General Cronje, twenty men of the Canadian contingent were killed and sixty-nine wounded. Sir Wilfrid Laurier said Canada was both cheered and saddened by the event. "Our troops," he said, "acquitted themselves as men of courage, fully equaling the expectations we have formed of them, and our resolve to do our full duty in the present emergency has only been strengthened. Those who have been bereaved by this event may feel assured that their loss is also our country's loss."

The Queen sent a cable message, expressing her appreciation of the loyalty shown by the Canadians, and wishing Godspeed to the other men who were leaving.

Relief of Kimberley.

The residents of Kimberley, in describing the siege, give accounts of harrowing privations that were suffered. Most of the women and children lived the greater part of the time in the levels of the mines, in order to avoid the enemy's shells, and never saw the sun for weeks at a time. They are described as having been delicious with joy when the relief came, which was quite unexpected until within an hour of its accomplishment.

In Natal.

News from Natal regarding General Buller's movement in Natal state that since the British advance was commenced there was a complete panic in the various Boer laagers in the vicinity of the Tugela River, the enemy having left behind them quantities of stores, ammunition, blankets, and Bibles, and also abandoned their dead and wounded. Among the captured ammunition several varieties of expanding bullets were found.

In explanation of the retreat of the Boers from the Tugela River, Dr. Leyds, the Transvaal representative in Europe, declares that Joubert, finding that his position was becoming untenable, ordered all the Boers operating in Natal to retire and concentrate in the Orange Free State, thus raising the siege of Ladysmith. It is estimated that the Boer troops who were withdrawn from Natal numbered not less than 20,000.

SHIPPING REPORTS.

Capt. J. E. Farrell, of the steamship *Albatross*, from Siam, reports:—Fresh northerly breeze with high head sea.

Capt. W. E. Kent, of the steamship *Taiyang*, from Shanghai and Swatow, reports:—Strong N.E. to E.N.E. winds all the way, high sea, misty, and hazy weather.

Captain J. Douglas, of the steamship *Formosa*, from Swatow, reports:—Strong E.N.E. wind, moderate sea and fine cloudy weather, with haze on horizon. Vessels in Swatow on the 22nd inst.:—*Haitan*, *Poochow*, *Neuchwang*, *Kiekiang*, *Mongkut*, *Loksang*, and *Dagmar*.

NOTANDA.

CALENDAR.

MARCH.
Meteorological means based on ten years' observations to 1893.
Barometer.....30.141
Thermometer.....57.3
Humidity.....79.0
Rainfall.....1.76

YESTERDAY.

WEATHER REPORT.
On date at 4 p.m. On date at 10 a.m.
Temperature.....59.09 59.09
Humidity.....92 93
Rainfall.....0.01

TO-DAY.

Friday, 23rd March, 1900.
Chineses—23rd of 2nd moon of 26th year of Kwang-shi.
Sun—Rises.....6hr. 3min.
Sets.....6hr. 11min.
Noon—Max. Temp. S. 9hr. a.m.
High water—Morning.....4hr. 45min.
Afternoon.....4hr. 55min.
Low water—Morning.....8hr. 30min.
Afternoon.....8hr. 15min.

ANNIVERSARIES.

1839—Captain Elliot forced his way to Canton. 1897—Collapse of building in East Street, Hongkong, 1 man killed, 5 injured.

1898—Sharp skirmish between British and Dutch forces near Athar.

1898—Destructive fires at Foochow and Toko.

TO-MORROW.

Saturday, 24th March, 1900.
Chineses—24th of 2nd moon of 26th year of Kwang-shi.
Sun—Rises.....6hr. 2min.
Sets.....6hr. 11min.
Noon—First Quarter onr. 3min. p.m.
High water—Morning.....4hr. 30min.
Afternoon.....4hr. 40min.
Low water—Morning.....8hr. 15min.
Afternoon.....8hr. 5min.

ANNIVERSARIES.

1603—Queen Elizabeth died.

1839—Captain Elliot demands passports for himself and British subjects imprisoned at Canton.

1876—The steamer *Pelican*, pirated and scuttled, ten persons murdered. Pirates afterwards arrested and executed.

1895—Attempted assassination of Li Hung Chang at Shimonoeki.

1897—400 Americans massacred at Tokat.

1897—Jubilee Celebration Committee appointed.

1898—Chinese evacuate Port Arthur. P. & O. Co's steamer *Ching* went ashore near Peking.

AGENDA.

TO-DAY.

Cargo ex *Urano* subject to rent.
9 p.m.—Mr. Henry Dallas' Company "A Run-away Girl" at the City Hall.
H.K.V.C. ORDERS.
5-7 p.m.—E-Engineer Co., Examination of those Ranks not yet examined.

TO-MORROW.

Noon—17th Ordinary General Meeting of Shareholders of the China and M. J. H. S. Co. Ltd. at the Co's Office, No. 9, Praya Central.

(About)—N. P. steamer *Hpaumar* leaves for Portland, Oregon.
N. L. steamer *Alicia* leaves for New York via Suez Canal.

4.15 p.m.—Football for the H. K. Ft Challenge Shield, G. Co. V. H. Co. of the Royal Welsh Fusiliers.

9 p.m.—Mr. Henry Dallas' Company "A Run-away Girl" at the City Hall.

Noon—L. C. & N. Co.'s steamer *Loongsang* leaves for the Manila.

MONDAY, 16th.

O. S. Co's steamer *Orestes* leaves for London via Suez Canal.

4.30 p.m.—Football, Scotland against the World.

5.15 p.m.—Lecture on "The Grip on Colonial Empire," by Mr. J. W. Jones, in the Chamber of Commerce Room, City Hall.

8.30 to 9 p.m.—Regular Meeting of the Victoria Preceptory and Priory at the Freemasons' Hall.

Cargo ex *Maria Valerie* subject to rent.

9 p.m.—Mr. Henry Dallas' Company "His Excellency The Governor" at the City Hall.

TUESDAY, 27th.

Noon—Extraordinary General Meeting of Shareholders of the Hongkong Land Investment and Agency Co. Ltd.

Noon—Ordinary Half Yearly Meeting of Shareholders of the Hongkong Hotel Co. Ltd.

Noon—P. M. S. Co's steamer *City of Rio de Janeiro* leaves for San Francisco &c.

G. N. Co's steamer *Shantung* leaves for Singapore, Samarang and Sourabaya.

Daylight—N. Y. K. steamer *Sado Maru* leaves for Europe via the Straits.

9 p.m.—Mr. Henry Dallas' Company "The sign of the Cross" at the City Hall.

WEDNESDAY, 28th.

Cargo ex *Bendit* subject to rent.

Noon—L. C. & N. Co's steamer *Chelydra* leaves for the Straits.

9 p.m.—Mr. Henry Dallas' Company "Charley's Aunt" at the City Hall.

THURSDAY, 29th.

3 p.m.—22nd Ordinary Annual Meeting of Shareholders of the China Sugar Refining Co. Ltd.

5 p.m.—An Extraordinary General Meeting of the members of the Hongkong Club.

5 to 5.30 p.m.—A Regular Meeting of the Ethen Mark Lodge, No. 264.

FRIDAY, 30th.

4 p.m.—N. Y. K. steamer *Futami Maru* leaves for Manila.

MAILS DUE.
French (*Vierge*) 23rd inst.
American (*Coptic*) 27th inst.
American (*America*) 4th prox.
Tacoma (*Sika*) 5th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isle de Cuba,.....at Kowloon Dock.
H.M.S. *Centurion*....." "
Jacob *Diederiksen*....." "
Shantung....." "
H.M.S. *Valerius*....." "
H.M.S. *Erebus*....." "
U.S.S. *Monmouth*....." "
D. Juan d'Austria.....Cosmopolitan
Peiyang....." "
Emma Luyken....." "
John Currier.....Aberdeen

PASSED THE CANAL.

Outward—13th March—*Japan*, *Bamberg*, *Glenshiel*, *Kongsberg*, *Pingsuey*, *Lesbury*, 16th Mar.—*Ernest Simon*, *Hakata Maru*, *Idomenus*, *Alcinous*, *Verona*.

Homeward—13th March—*Hiochi Maru*, 16th March—*Oldenburg*.

Arrivals at Home—16th March—*Carmarthenshire*, *Sachsen*.

Shipping.

Arrivals.

WEIMAR, German steamer, 3,176, H. Mayer, 23rd Mar.,—Hamburg 7th Feb., and Singapore 18th March, Mails and General.—Melchers & Co.

MACHEW, British steamer, 993, J. E. Farrell, 23rd Mar.,—Bangkok 15th Mar., General.—Butterfield & Swire.

FORMOSA, British steamer, 674, J. T. Douglas, 23rd Mar.,—Swatow 22nd Mar., General.—Douglas, Lapinik & Co.

TRIESTE, British steamer, 2,355, F. J. Fox, 23rd Mar.,—Bombay 2th Mar., and Singapore 16th March.—J. & O. S. N. Co.

TAISANG, British steamer, 1,544, W. E. Kent, 23rd Mar.,—Shanghai 17th March, and Swatow 22nd, General

Intimations.

NOTICE.

THE Public is hereby notified that the Good Will and Business having been SOLD, the Transfer will take place on the 28th instant.

All Accounts owing to the Firm must be settled with the least possible delay and any Claim outstanding after the 27th instant will not be recognised.

THE MUTUAL STORES,
LO SUI PING,
Proprietor.

Hongkong, 19th March, 1900. [36b]

NOTICE.

THE Undersigned beg to inform the Numerous Customers of the MUTUAL STORES, and the Public in General, that they will take over the Business on the 28th instant, and trust that the Patronage accorded to the Establishment will be carried on under the same title and Mr. C. S. LEE has been appointed MANAGER.

At the same time, we beg to state that the System respecting Membership, introduced by our Predecessors, will not be continued by us, but Customers may rest assured that the Prices quoted for our Goods will be the very lowest possible.

C. S. LEE & Co.

Hongkong, 19th March, 1900. [36b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on TUESDAY, the 27th day of March, at NOON, for the purpose of confirming the following Special Resolution which was passed at the Extraordinary General Meeting of Shareholders on the 7th instant.

SPECIAL RESOLUTION.
That the Profits accrued to the Company from the issue at a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 31st day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.

Hongkong, 7th March, 1900. [297b]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any Matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.

Hongkong, 1st March, 1900. [297b]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

1.—To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and with or without modifications or alterations.
2.—To consider and if thought fit to pass a Resolution to the effect "that the New Regulations already approved by this Meeting and for the purpose of identification thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office.

Should the above Resolution be passed by the required majority it will be submitted for confirmation at a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 1st day of March, 1900.

By Order of the Board,
C. MOONEY,
Secretary.

27th [b]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY SECOND ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 29th March, at 3 P.M. for the purpose of receiving their Report with a Statement of Accounts, ending to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 9th March, 1900. [31b]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the Club will be held in the CLUB HOUSE, on THURSDAY, the 29th March, 1900, at 5 P.M. for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 13th instant.

C. H. GRACE,
Secretary.

Hongkong, 19th March, 1900. [369b]

LUZON SUGAR REFINING CO., LIMITED.

NOTICE.

THE EIGHTEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Peddar Street, at 12.30 P.M. on SATURDAY, the 24th March, for the purpose of receiving their Report and a Statement of Account to 31st December, 1899.

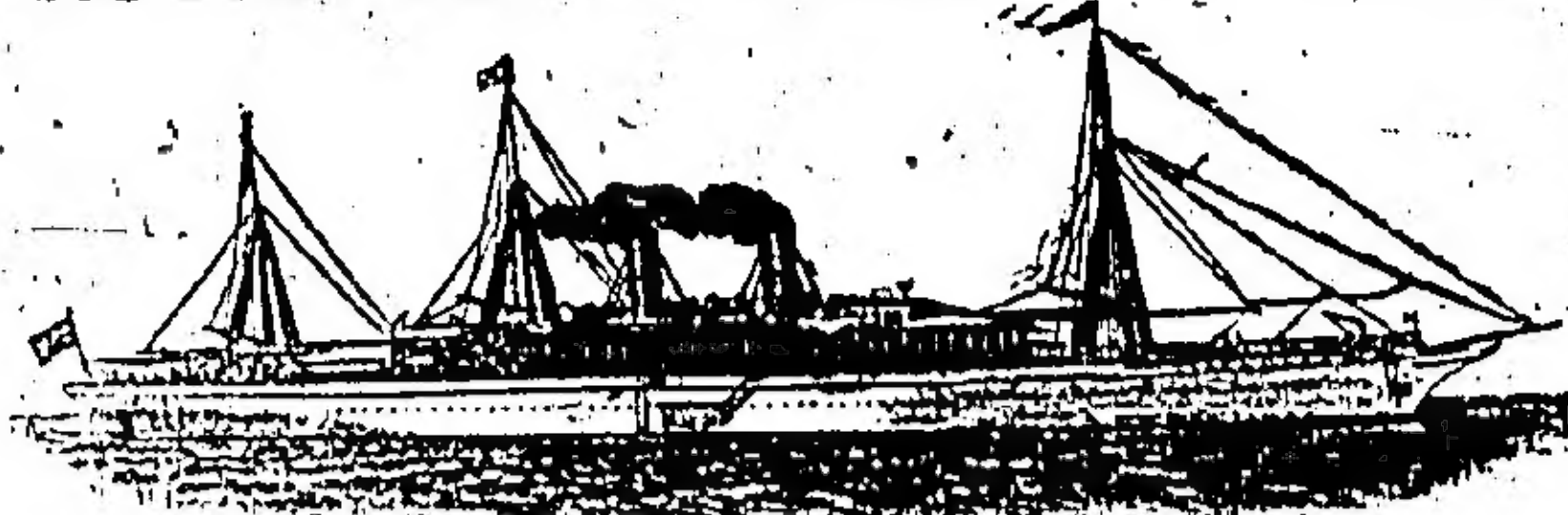
The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 20th March, 1900. [369b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peddar Street.

Hongkong, 14th March, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia 2,837 | J. Truebridge | Mar. 31

Sikh 2,747 | J. Rowley | April 14

Glenloch 3,750 | W. Frakes | April 23

Queen Adelaide 2,832 | F. McNair | May 5

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Bracmar 3,601 | W. Watt | Mar. 24

Monmouthshire 2,874 | W. A. Evans | May 19

Bracmar 3,601 | W. Watt | June 9

Monmouthshire 2,874 | W. A. Evans | Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 19th March, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN FRANCISCO TO HONGKONG.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Lady Joyce 3,194 | on | Mar. 31

Strathgyle 5,023 | about | April 14

Carlisle City 3,002 | about | April 28

Curmishshire 2,929 | about | May 12

Belgian King 3,379 | about | May 26

Thyra 3,406 | about | June 9

THE Steamship

"LADY JOICEY"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 31st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 16th March, 1900. [38]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this Port for MARSEILLES and LONDON (DIRECT), on SATURDAY, the 31st instant, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 17th March, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 5th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 1st May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 23rd May, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 5th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

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For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 17th March, 1900. [5]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU.....	NAGASAKI, KOBE and YOKOHAMA	TO-MORROW, 24th March, at Noon.
A. E. Moses.....	HAMA	
S. DO MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 27th March, at Daylight.
W. Thompson.....	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 27th March, at Daylight.
MIRAWA MARU.....	MOJI, KOBE and YOKOHAMA	TUESDAY, 27th March, at Noon.
KAGOSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 30th March, at Noon.
R. Nunome.....	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th March, at 4 P.M.
HIROSHIMA MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 13th April, at Daylight.
FUTAMI MARU.....	VICTORIA, B.C. and SEATTLE, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 19th April, at 4 P.M.
J. Thom.....	YOKOHAMA, KOBE and S. YOSHIZAWA	
KAWACHI MARU.....		
J. S. Thompson.....		
*KINSHU MARU.....		
W. Brady.....		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

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Hongkong, 20th March, 1900.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTORIA.....	NEW YORK (via SUEZ CANAL)	29th March, Freight.
Hildebrandt.....	HAVRE and HAMBURG	About 3rd April, Freight.
SAXONIA.....	(LONDON with transshipment in HAMBURG)	About 10th April, Freight and Passage.
Krech.....	HAVRE and HAMBURG	About 20th April, Freight and Passage.
*HEIDELBERG.....	(LONDON with transshipment in HAMBURG)	About 30th April, Freight.
Zachariae.....	HAVRE and HAMBURG	
*SIHRIA.....	(LONDON with transshipment in HAMBURG)	
Braun.....	HAVRE and HAMBURG	
SERBIA.....	(LONDON with transshipment in HAMBURG)	
Ostermann.....		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CAELOWITZ & Co., Agents.

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TOYO KISEN KAISHA. PACIFIC MAIL STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 31st May, at Noon.

THE Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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For further information as

